BID LETTING: DECEMBER 13, 2012

101 - WYOMING LINE-NORTH & SF 099 N OF LAME DEER

****
Clarification:
Submitted: Thu, 15-Nov-2012 14:09 MST
SF 099 N OF LAME DEER, HSIP 39-1(43)2 project only. Use either ½-inch or ¾-inch nominal aggregate size when
producing commercial plant mix on this project.
****
Clarification:
Submitted: Tue, 20-Nov-2012 9:20 MST
There was a printing error with Table 701-13b (page 125) in the Supplemental Specifications.
The table is available in the following link: **TABLE 701-13b**
****
Clarification:
Submitted: Mon, 10-Dec-2012 15:10 MDT
An Addendum has been posted for this project. Please click on the following link to access the information.
ADDENDUM
To download the addendum bid file, click here. **BID FILES**
****
Clarification:
Submitted: Mon, 10-Dec-2012 15:10 MDT
Plan sheet 2, Table of Contents, has been revised to show the Details for Wyola and Aberdeen Interchanges
as Seal and Cover. Sheet 14, the Detail for Aberdeen Interchange, was inadvertently left out of the plans and
has been added at the following link:
REVISED PLAN SHEETS
****
-1-
Submitted: Fri, 30-Nov-2012 10:43 MST
Company: Nelcon, Inc
Contact: Sam Weyers
Question:
Please post any minutes and attendees from the pre-bid meeting.
Answer:
Submitted: Mon. 03-Dec-2012 11:50 MST
The mandatory pre-bid conference record of attendance is available here.
PRE-BID ATTENDANCE
The meeting was recorded in audio format. Interested contractors may contact the Billings
District Office at (406) 252-4138 to schedule a time to replay the minutes of the meeting.

-2-
Submitted: Mon, 10-Dec-2012 05:40 MST

Company: Nelcon, Inc
Contact: Sam Weyers
Question:
With work being completed on two reservations, please confirm the TOTAL TERO fee to be 3% and that
MDT will distribute based on amount of work completed on each reservation?
Thanks.
Answer:
Submitted: Mon, 10-Dec-2012 12:55 MST
That is a correct statement.

-3-
Submitted: Mon, 10-Dec-2012 06:03 MST
Company: Riverside Contracting Inc
Contact: Dennis Devous
Question:
Since there are two projects here we feel we need atleast 20 more days to get all this work scheduled in.
Could the Dept. add some days to the contract?
Answer:
Submitted: Mon, 10-Dec-2012 12:14 MST
The last sentence of SP#2, paragraph C. is hereby changed to the following:
"Work is to be completed
in 75 working days."
An addenda will be issued for this change.

-4-
Submitted: Mon, 10-Dec-2012 06:06 MST
Company: Riverside Contracting Inc
Contact: Dennis Devous
Question:
Could you give us the pre-paving IRI and the date which it was run.
Answer:
Submitted: Mon. 10-Dec-2012 12:35 MST
The pre-paving IRI's can be found at the following link:
PRE-PAVING IRI'S

-5-
Submitted: Mon, 10-Dec-2012 06:09 MST
Company: Riverside Contracting Inc
Contact: Dennis Devous
Question:
Since the crack sesling is done prior to cold milling won't the flowable fill be milled out along with
the old crack sealant during the milling operations? Will we then be required to replace the flowable
fill that was removed?
Answer:
Submitted: Mon, 10-Dec-2012 11:38 MST
Some of the crack filling material will be removed during millings operations, however, MDT does not
anticipate that a second application will be required, provided the flowable fill is properly placed and
the material is adequately vibrated into the cracks to fill the voids.

-6-
Submitted: Mon, 10-Dec-2012 06:11 MST
Company: Riverside Contracting Inc
Contact: Dennis Devous
Question:
Since the paver is 10.5 feet wide and the Lame Deer widening is two feet we need the Dept's appproval
to do this work with a motor grader. Will a blade be okay to lay this plant mix?
Answer:
Submitted: Mon, 10-Dec-2012 12:27 MST
A motor grader will not be approved as an alternate method of placing and spreading the plant mix.

-7-
Submitted: Mon, 10-Dec-2012 08:04 MST
Company: Industrial Builders
Contact: Jay Carney
Question:
The bid item for Cold Milling shows 555,303 SY but there is only 517,282 SY show in the WY Line- North
plans and none in the Lame Deer plans, where is the remaining 38,021 SY?
Answer:
Submitted: Mon, 10-Dec-2012 12:15 MST
The cold milling item will be revised by addendum. The addendum is scheduled for Monday, December 10, 2012.

-8-
Submitted: Mon, 10-Dec-2012 08:19 MST
Company: Riverside Contracting, Inc.
Contact: Kurt Kaufman
Question:
Montana Supplemental Specifications Subsection 401.03.5 states “Commercial plant mix will not be tested
on crossovers, detours, guardrail widening, patching or where the volume is less than 500 tons.
Acceptance in these areas will be based on conformance with the established mix design proportion or
agreed upon adjustments. Compact these areas to 97% of a control strip as determined necessary by the
Project Manager.” Will the 2’ shoulder widening need to be compacted to 97% or will it not be tested?
Answer:
Submitted: Tue, 11-Dec-2012 14:13 MST
Montana Supplemental Specifications Subsection 401.03.5 does not apply to the subject paving since this
is mainline shoulder paving. Complete the 2' shoulder widening in accordance with the Contract,
specifically Supplemental and Standard Specification 401.

-9-
Submitted: Mon, 10-Dec-2012 08:25 MST

Company: Riverside Contracting, Inc.
Contact: Kurt Kaufman
Question:
Will the contractor be able to waste excess material(Excavation - Unclassified and Excavation - Digouts)
within the project limits?
Answer:
Submitted: Mon, 10-Dec-2012 10:40 MST
No, MDT did not procure any permits that would allow material to be wasted within the project limits.

-10-
Submitted: Mon, 10-Dec-2012 08:32 MST
Company: Riverside Contracting, Inc.
Contact: Kurt Kaufman
Question:
SF 099 N of Lame Deer - Will the department allow the contractor to use a coulter wheel when cutting the
existing asphalt for the proposed shoulder widening?
Answer:
Submitted: Mon, 10-Dec-2012 10:35 MST
The Department does not specify a method for cutting the existing PMS. The Contractor is to perform the
work without damaging the remaining plant mix. Any necessary repairs will be at the Contractor's expense.

-11-
Submitted: Mon, 10-Dec-2012 08:45 MST
Company: Riverside Contracting Inc.
Contact: Dennis Devous
Question:
With all the VMA problens on past jobs is there any thought of changing the specification to accomadate the
aggregates from the local areas.
Answer:
Submitted: Mon, 10-Dec-2012 12:24 MST
The plant mix volumetric specifications will not be changed for this project.

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102 - 2001 - SUN RIVER - 2 KM S VAUGHN

****
Clarification:
Submitted: Thu, 15-Nov-2012 14:09 MST
Use either ½-inch or ¾-inch nominal aggregate size when producing commercial plant mix on this project.
****
Clarification:
Submitted: Fri, 16-Nov-2012 12:21 MST
Special Provision #24 - Preload with Special Embankment - Replace B. with the following:
B. Materials - Construct Special Embankment from Unclassified Borrow as described in the ~~Standard~~

Supplemental Specifications, section 203.01.1, part B. Furnish all materials, equipment and labor necessary
for placement and removal of Special Embankment with a 90 calendar day wait period.
****
Clarification:
Submitted: Fri, 16-Nov-2012 13:15 MST
Add the following sentence to Special Provision #24 – Preload with Special Embankment:
C. Construction. Furnish all resources necessary for placement **and removal** of Special Embankment.
****
Clarification:
Submitted: Fri, 16-Nov-2012 13:17 MST
Delete the following sentence from Special Provision #28 – Drilled Shafts:
C. d) 11) In the event that CSL access tubes are not installed to the shaft bottom, MDT may require coring of the
shaft to verify shaft integrity at Contractor's expense.
****
Clarification:
Submitted: Tue, 20-Nov-2012 9:20 MST
There was a printing error with Table 701-13b (page 125) in the Supplemental Specifications.
The table is available in the following link: **TABLE 701-13b**
****
-1-
Submitted: Mon, 19-Nov-2012 14:13 MST
Company: Sletten const.
Contact: Don Charters
Question:
Historically the permitting agencies have required the contractor to place cofferdams around concrete pier removals.
Since this is a timber and riprap pier, can MDT check with the permitting agencies to see if a cofferdam is required for
the existing bridge pier and the historical pier removals?
Answer:
Submitted: Mon, 26-Nov-2012 9:45 MST
Cofferdams may or may not be required by one or more of the permitting agencies depending on the means of pier
removal proposed by the applicant, construction methodology, the timing of the action, the aquatic and fisheries
resources present, and a variety of other variables. A complete contractor plan for construction activities, pier
removal activities, and temporary facilities would be necessary for the agencies to determine what special
conditions (if any) would be imposed on the temporary facilities and construction activities permit(s). As a
result, MDT cannot negotiate construction permit conditions at this time.

-2-
Submitted: Wed, 21-Nov-2012 15:52 MST
Company: Sletten construction

Contact: Wade Robertson
Question:
Can you please post the geotechnical information and the as-builts for the old bridge on this project.
Answer:
Submitted: Mon, 26-Nov-2012 13:43 MST
The trusses for this bridge were built in 1922 and moved to their current location in 1969. The truss drawings
are attached. There are no construction drawings of the foundations.

BRIDGE AS-BUILT
Updated: Fri. 07-Dec-2012 9:20 MST
The files represent the as-built drawings for the structures. MDT provides them for informational purposes only.
They do not include drawings for modifications to the structures, such as joint replacements and guardrail
revisions and may not completely represent current conditions. Thus, some of the information contained in
these documents may be out of date or not applicable with regard to the advertised project. The contractor
should not rely solely on the as-built drawings provided for bidding purposes nor does any data in these files
supersede the data in the contract documents.

Please see answer to Question No. 9 for additional Geotechnical information.

The following Special Provision Soil Boring is hereby added to this contract:
SOIL BORING SPECIAL

The Logs of Boring are hereby added to this contract:**LOGS OF BORING**

Attached are PDF Files of the available project alignment and/or structures geotechnical report(s), geotechnical
report supplements, and geotechnical laboratory summaries. There is remaining geotechnical information
that is voluminous and very difficult to compile in a concise manner.

Contractors are welcome to come to MDT Headquarters to inspect soil and/or rock samples taken for the project
that are stored here or to look through the complete set of Geotechnical field investigation notes, laboratory testing,
analytical, or other data in our project files.

It should be noted that the project may have undergone significant changes during the design process after the
original geotechnical report and supplements were issued. Thus, some of the information contained in these
documents may be out of date or not applicable with regard to the advertised project. Some of the changes
include, but are not limited to: Project splits (for funding, ROW issues, etc.); alignment and grade changes;
and changes due to environmental factors (sensitive areas, etc.).

-3-
Submitted: Mon, 26-Nov-2012 10:11 MST
Company: Sletten Construction

Contact: Don Charters
Question:
It said on the Livingston bridge project that cofferdams were needed. On this project why can't the department
tell us whether we need cofferdams or not in order for everyone to bid it properly?
Answer:
Submitted: Wed, 28-Nov-2012 16:04 MST
As indicated in the earlier response, the approval conditions for permitting are dependent on the contractor's
methodology. The permitting agencies will likely require some method of protection to contain the excavation,
minimize streambed disturbance, and assure removal to the depths specified. The agencies will not give specific
approval without knowing the contractor's method of removal and any proposed temporary facilities. The
department relies on the contractor's experience and innovation to determine the most cost effective methods of
removal to meet the contractual and legal requirements.

-4-
Submitted: Mon, 26-Nov-2012 14:27 MST
Company: Sletten Construction
Contact: Russell Robertson
Question:
I want to expound on our previous question concerning the necessity of cofferdams. FWP and the Corps of
Engineers has requested that all correspondence come through MDT. In fact, we have letters from FWP
stating this. So with this, how does MDT expect the contractor to find out this information on their own?
Moreover, why is it so difficult for MDT to relay our questions on to the permitting agencies for clarification?
These vague responses to honest questions are unfair to the contractor and they should be handled with
due diligence by MDT.
Answer:
Submitted: Wed, 28-Nov-2012 16:04 MST
As indicated in the earlier response, the approval conditions for permitting are dependent on the contractor's
methodology. The permitting agencies will likely require some method of protection to contain the excavation,
minimize streambed disturbance, and assure removal to the depths specified. The agencies will not give specific
approval without knowing the contractor's method of removal and any proposed temporary facilities. The
department relies on the contractor's experience and innovation to determine the most cost effective methods of
removal to meet the contractual and legal requirements.

-5-
Submitted: Tue, 27-Nov-2012 11:47 MST
Company: Allied Steel
Contact: Pat Southworth
Question:

On another project, you allowed bidding of Prefabricated Superstructure Options. Will you allow alternate
superstructure options on this project?
Answer:
Submitted: Wed, 28-Nov-2012 13:50 MST
Yes, we would consider alternate superstructure options meeting the requirements of the attached
special provision:

PREFABRICATED SUPERSTRUCTURE OPTION
A. Description. The contractor may elect to use a prefabricated superstructure as an alternate
to the superstructure shown. The superstructure may utilize prestressed concrete beams or steel beams.
B. Materials.
1) Bridge Deck. Use Class SD Concrete for the bridge deck.
2) Deck Reinforcing Steel. Use the same type and grade of reinforcing steel as is shown in the plans.
3) Grout. Use a commercially available Structural Non-Shrink Grout or UHPC grout suitable for
connections between prefabricated elements.
4) Steel. Use AASHTO M 270 Grade 50W steel for primary steel members.
C. Construction Requirements.
1) Insure that all design work is done under the supervision of a professional engineer licensed
in Montana.
2) Design the superstructure to meet AASHTO LRFD specifications and in accordance with the
Montana Structures Manual.
3) Use the bridge rail system shown in the plans.
4) Maintain the same number and types of deck joints.
5) Limit Live Load Deflection to no more than L/800 for the Design Truck and Design Tandem
with dynamic load allowance. For this calculation, use the live load distribution factors used for design
of the beam.
6) Insure that the bridge deck has been designed for both traffic loads and rail or barrier impact loads.
7) Insure that the total depth of the superstructure, including any overlay, does not exceed the
superstructure depth shown on the plans and will maintain design low beam elevation.
8) Design and construct the superstructure to provide a finished riding surface that matches the
roadway grades. If an asphalt overlay is needed to meet this provision, provide a specification that will be
followed during construction for approval. Include in the specification at a minimum the relevant parts of the
"Bridge Concrete Deck Overlay - Asphalt" specification that is available on the MDT web site
Bridge Concrete Deck Overlay - Asphalt
9) For steel beams, design for fatigue by using details that are Category C or better and designed
for infinite life.
10) The superstructure was designed as part of a system to distribute lateral loads from hydrostatic and

seismic forces to the substructure through diaphragm action of the slab. Additionally, the superstructure may
become inundated with water during floods exceeding the 10-year design event. Insure that the alternate
superstructure meets the intent of the original system design. Submit calculations as necessary to verify
design intent.
11) Submittals.
a) Provide two sets of designs for the proposed Prefabricated Superstructure and any modifications to
the bridge substructure that have been stamped and signed by the supervising engineer.
b) Provide design information as required to either validate or alter the substructure shown.
c) Provide a revised set of design drawings showing all changes to the bridge. Prepare the drawings
using a CAD system. Submit the drawings in Adobe Acrobat Reader (.pdf) format. Include a cover letter signed
by the supervising engineer transmitting the finished drawings. In addition, provide the CAD files used to detail
the revisions. Upon request, the original design drawings will be made available.
d) Provide five sets of shop drawings to the Project Manager meeting the requirements of the Standard
Specifications. Shop drawings may be submitted on 11” x 17” sheets and may be furnished in Adobe Acrobat
Reader (.pdf) format in lieu of hard copies.
D. Method of Measurement. The bridge shown on the plans will be the configuration measured or
calculated for payment. No additional items will be measured as a result of the use of the Prefabricated
Superstructure.
E. Basis of Payment. Payment will be as specified for the measured items.

-6-
Submitted: Fri, 30-Nov-2012 12:28 MST
Company: BMT
Contact: Bob Barnhart
Question:
Special Provisions 28.B.2 States: Casing materials, fabrication and inspection are specified in Section 556.

I don't find anything in Sec 556 that relates to the casing. Sec 556 looks to be for the structure which
would need to be by an AISC certified shop. Can you refer me to where I can find the requirements for
fabrication, testing and inspection of the casing.
Answer:
Submitted: Wed. 05-Dec-2012 12:55 MST
Special Provision 28.B.2) requires permanent steel casing to meet "materials, fabrication and inspection"
requirements of Section 556. Supplemental specification 556.03.1-Pre-qualification, lists specific items
that require AISC certified shops to perform fabrication. If specific items are not listed they are considered

ancillary and do not require certified fabrication shops to perform the work. All other requirements of Section
556 and the contract apply, such as shop drawings, qualified welders, welding procedures and Buy America.

-7-
Submitted: Wed, 05-Dec-2012 15:21 MST
Company: Sletten Construction Company
Contact: Russ Robertson
Question:
Will pugmilling be waived for this project?
Answer:
Submitted: Thu. 06-Dec-2012 15:45 MST
Yes.
The following special provision is hereby added to the contract.

PUGMILL MIXING [301] (ADDED 1-1-03)
Pugmill mixing of surfacing aggregates called for in Subsection 301.03.5 B is not required for this contract.

-8-
Submitted: Wed, 05-Dec-2012 15:46 MST
Company: Schellinger Construction Co., Inc.
Contact: Marc Blanden
Question:
Special Provision 24 - Preload with Special Embankment states "Special Embankment is required with a 90-day
wait period to allow for settlement of the foundation soils."

If the Special Embankment is placed in February or March and no other work is completed on the project for
the 90-day settlement period will contract time still be charged on the project during this 90 day time period?
Answer:
Submitted: Fri. 07-Dec-2012 11:15 MST
Working days will not be assessed against the contract time during the 90 day settlement period if no work
is in progress.

-9-
Submitted: Thu, 06-Dec-2012 14:16 MST
Company: Inland Foundation
Contact: Tony Haguewood
Question:
We were told that in order to get a copy of the entire geotechnical report that you had to request it on
the Q & A Forum. Could you please send us a copy of the entire geotechnical report for this project?
Answer:
Submitted: Fri. 07-Dec-2012 9:20 MST
The documents can be found at:
GEOTECHNICAL REPORT
Attached are PDF Files of the available project alignment and/or structures geotechnical report(s), geotechnical

report supplements, and geotechnical laboratory summaries. There is remaining geotechnical information
that is voluminous and very difficult to compile in a concise manner.

Contractors are welcome to come to MDT Headquarters to inspect soil and/or rock samples taken for the project
that are stored here or to look through the complete set of Geotechnical field investigation notes, laboratory testing,
analytical, or other data in our project files.

It should be noted that the project may have undergone significant changes during the design process after the
original geotechnical report and supplements were issued. Thus, some of the information contained in these
documents may be out of date or not applicable with regard to the advertised project. Some of the changes
include, but are not limited to: Project splits (for funding, ROW issues, etc.); alignment and grade changes;
and changes due to environmental factors (sensitive areas, etc.).

Also, please refer to the answer posted for Question No. 2 for Logs of Boring.

-10-
Submitted: Thu, 06-Dec-2012 16:23 MST
Company: LHC, Inc
Contact: David Steely
Question:
You have listed the high water elevation on the plans. Would the State please also include a typical or
average low water elevation which would be very helpful information?
Answer:
Submitted: Fri. 07-Dec-2012 9:10 MST
The low water surface elevation can vary significantly from year to year. As of a survey dated April 21, 2011, the
average water surface elevation was approximately 3333.0 at the new bridge location.

-11-
Submitted: Fri, 07-Dec-2012 10:33 MST
Company: Malcolm Drilling
Contact: Jim Tripp
Question:
The drilled shaft casing is specified at 4' dia. 4' dia. rock tooling will not pass thru a 4' I.D. casing. In order to get
a 4' dia. rock socket an over size permanent or temporary casing is required. Will MDOT allow for a temporary
casing greater than 6" in dia. larger than the specified shaft size of 4'?
To what elevation does the paint have to extend down the permanent casing?
Answer:
Submitted: Mon, 10-Dec-2012 15:39 MST
Do not excavate holes larger than the outside diameter of the permanent casing.

Permanent casings with an inside diameter of at least 48 inches up to 51 inches are approved.

Apply paint to the casing before installation, starting 24 inches below finished channel elevation, continuing
to the top of the casing."

See special provision #28 for additional requirements relating to casings.

-12-
Submitted: Fri, 07-Dec-2012 14:22 MST
Company: LHC, Inc
Contact: David Steely
Question:
Follow-up to question 10: Sheet 15 of 19 states that the "OHW" (Observed High Water) is elev. 3333.0'. Is this
and the average elevation the State gave in question 10 supposed to be the same elevation? Please clarify.
Also, if these are the same, it looks like the contractor may have to place fabric and rip rap into about 5 feet of
water. Will the State be adding an item for cofferdam protection or is the contractor just supposed to place the
fabric and rip rap as closely as possible to the shapes depicted for "Bent 1" & "Bent 2" as shown on Sheet 15 of 19?
Answer:
Submitted: Tue. 11-Dec-2012 12:00 MST
As previously stated, the low water elevation will vary significantly from year to year. It is likely that some portion of
the riprap sections shown will be below the low water surface elevations. Place the riprap to the limits and
elevations shown on the plans. It is the contractor's responsibility to determine their methods of excavation and
placement of fabric and riprap to assure reasonably close conformity with the plan dimensions. Any temporary
facilities required to facilitate the excavation and placement of the fabric and riprap are the contractor's responsibility.

-13-
Submitted: Mon, 10-Dec-2012 06:29 MST
Company: Pumco, Inc.
Contact: Chad D. Pumnea
Question:
Please post the microstation and geopak files. Thank you.
Answer:
Submitted: Mon, 10-Dec-2012 08:46 MST
The design files for the requested project are posted on the MDT FTP site for your use at:
GEOPAK FILES

The requested files do not represent the staked project, but are only design files. The Department cannot
guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor
does any data in these files supersede the data in the contract documents.

In addition, the Department will not make any revisions to the electronic files pertaining to the staked
project, change ordered work, or changes that are made during construction to fit field conditions.

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103 - 2003 - SAFETY IMPVT - S WHITEFISH

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Clarification:
Submitted: Thu, 15-Nov-2012 14:09 MST
Use either ½-inch or ¾-inch nominal aggregate size when producing commercial plant mix on this project.

****

Clarification:
Submitted: Tue, 20-Nov-2012 9:20 MST
There was a printing error with Table 701-13b (page 125) in the Supplemental Specifications.
The table is available in the following link: **TABLE 701-13b**

****

Clarification:
Submitted: Tue, 27-Nov-2012 08:59 MST
The Utility Installation Special Provision below is hereby added to this contract.

UTILITY INSTALLATION
Utilities relocation work is not complete, and will not be complete as of the letting date and contract award date.
Project work must be coordinated with the utility company relocation activities until the utilities relocation work is
complete. Under no circumstances will a delay in relocating utility facilities be considered justification for additional
compensation. Should unforeseen conditions arise which substantially delay the utilities relocation work, and this
directly results in a delay to the project work, make a written request to the department for a time extension (see
sub-section 108.07.4).

1) Coordinate with utilities to accomplish the relocations concurrently with road construction.

UTILITY COMPANY CONTACTS
CenturyLink Telecommunications
Tony Hirsch
(406)758-1227
tony.hersch@centurytel.com

Bresnan Cable
Wes Hewitt
(406)871-2729
WHewwitt@bresnen.com

Flathead Electric
Gary Nyquist

(406)751-4490
G.Nyquist@flathead.coop

NorthWestern Energy Gas
Eric Smith
(406)751-2219
Eric.Smith@northwestern.com
****
-1-
Submitted: Mon, 10-Dec-2012 08:54 MST
Company: Schellinger Construction Co., Inc.
Contact: Marc Blanden
Question:
Considering that the months of April, May, and June are months of high precipitation in the Whitefish
area and there are "Moisture Sensitive Soils" on this project, would MDT consider adding a flextime
notice to proceed to this project so that work could be completed in the drier months?

In addition this would also allow for the existing utilities to be relocated before the earthwork begins on
the project and would avoid additional conflicts.
Answer:
Submitted: Tue. 11-Dec-2012 12:03 MST
The Notice to Proceed will be issued with an effective date of July 8th, 2013. The Contractor may change
the notice to proceed date by submitting written notification to the Project Manager at least ten calendar
days in advance of the date selected . Include an updated schedule with the notification.

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104 - W OF CHESTNUT - SLIDE REPAIR
****
Clarification:
Submitted: Tue, 20-Nov-2012 9:20 MST
There was a printing error with Table 701-13b (page 125) in the Supplemental Specifications.
The table is available in the following link: **TABLE 701-13b**
****
-1-
Submitted: Tue, 27-Nov-2012 10:25 MST
Company: Janod Inc.
Contact: Todd Reccord
Question:
Page 13 of SP No. 18 Ground Reinforcement Mesh System states..."The work consists of designing a ground
reinforcement system.." Is this design needing to be stamped by a Registared Professional Engineer licensed in
Montana or is it a manufacturer's design? The detail of the plans seem to indicate the design is done.
Answer:

Submitted: Wed, 28-Nov-2012 10:00 MST
The design of the ground reinforcement mesh system can be done with or without the input of a Registered Montana Professional Engineer. Acceptance of the final design is contingent upon the proposed system's ability to meet all of the requirements in the Contract. The details shown in the plans are for informational purposes for bidding and are considered minimum requirements for the Contract.

-2-
Submitted: Thu, 06-Dec-2012 07:20 MST
Company: Janod Inc
Contact: Todd Reccord
Question:
1.) Debris flow barrier: what is the minimum capicity needed for the anchor?
2.) What is the anticipated size of materials expected to impact the barrier?
3.) Should there not be bottom anchors for the debris flow barrier?
Answer:
Submitted: Fri. 07-Dec-2012 11:10 MST
1) No minimum capacity has been specified for the debris barrier. All system components and installation requirements must meet the requirements listed in the Special Provision.

2) Anticipated material size could potentially range from rocks as small as 4 inches in diameter to large woody debris approximately 2 feet in diameter. Debris is not anticipated to "impact" the barrier in the traditional sense of rockfall, but more likely encounter the barrier in a slower moving "debris flow" fashion.
The purpose of the debris barrier is to prevent larger debris (rocks, trees, etc.) from reaching a lower catch bench. Debris reaching the lower bench prevents water from flowing off of the lower bench.

3) The system purposely does not have bottom anchorage so that it can be cleaned out in the event that debris does encounter the barrier. Cleanout would be after the fact and under circumstances more amenable to system maintenance, should cleaning become necessary.

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105 - SF 089 - GALLATIN COUNTY OFF-SYSTEM
****
Clarification:
Submitted: Tue, 20-Nov-2012 9:20 MST
There was a printing error with Table 701-13b (page 125) in the Supplemental Specifications.
The table is available in the following link: **TABLE 701-13b**
****
No Questions at this time.